

INFORMATION REPORT

COUNTRY USSR

DATE DISTR. 30 Mar 1954

SUBJECT Changes in USSR Place Names/Road and Railroad
Changes and Editions/Additional Communications
Data/Changes Affecting Maps

NO. OF PAGES 3

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From my readings of Soviet journals and papers and from information acquired while I was in the USSR, I should like to make the following comments on changes in USSR place names, roads, railroads, etc., which will affect the reading and understanding of certain US maps of the USSR: Available at the CIA Map Library are the following maps of AMS Series N501, drawn to a scale of 1:250,000; on which the changes indicated in this report are based:

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- (a) NL 38-9 Lagan, USSR
- (b) NM 38-12 Vladimirovka, USSR
- (c) NL 38-2 Sadovoye, USSR
- (d) NM 38-11 Stalingrad, USSR
- (e) NL 38-3 Kharabali, USSR
- (f) NL 38-5 Stepnoy, USSR
- (g) NL 38-8 Arzgir, USSR
- (h) NL 38-6 Basy, USSR

1. Names of populated places:

- NL 38-2 45.14E-47.22N "Tsagan-Nir" has been changed to "Priozernyy"
(on the bank of Lake Sarpa)
- NL 38-3 47.51E-47.24N "Kordon" bears the name "Khoshetstovskiy Kordon"
46.18E-47.07N "Yusta" has been changed to "Trudovoy"
- NL 38-5 46.18N-44.52E "Ulan-Erde" has been changed to "Krasnyy"
45.22E-46.11N "Yashkul'" has been changed to "Peschanoye"

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- NL 38-6 46.17E-46.52N "Erdniyevka" has been changed to "Karakul"
 46.56E-46.18N The map does not show the village "Krasnyy
 Khuduk" between Khalkhuta and Nitsyan
- NL 38-8 44.15E-45.50N "Kebyuti" has been changed to "Kivitskiy"
 45.37E-45.48N "Adyk" has been changed to Yuzhnyy
 44.37E-45.30N "Manychstroy" village is not shown on the map
 45.21E-45.25N "Achineri" has been changed to "Sosta"
- NL 38-9 47.22E-45.24N "Lagan" has been changed to "Kaspiyskiy"
 46.58E-45.05N "Tsekerta" has been changed to "Prikaspiyskiy"

A great many farms (khutor) and Kalmyk villages (khoton) indicated on maps NL 38-5, NL 38-6, NL 38-8, and NL 38-9 do not exist at the present time. The villages have been destroyed and the Kalmyk inhabitants have either been liquidated or else resettled in far northern regions.

2. Roads

(a) There is an auto road between Astrakhan and Stepnoy. The road is mainly dirt, only a small part being paved with stone. The road carries a regular traffic of freight and passenger vehicles on the route: Trusovo (a rayon of Astrakhan) - Nikolayevka - Krasnyy Khuduk - Khalkhutka - Utta - Peschanoye - Krasnoye - Voznesenovka - Stepnoy. (300-325 kilometers).

(b) A new railroad bridge (now probably completed) was being built over the Volga from Astrakhan to Trusovo, and a railroad line was being built from the "Astrakhan" station to make a junction with the main line Astrakhan-Kizlyar.

3. Communications between Astrakhan and the Caspian ports Baku, Krasnovodsk, Makhachkala

Communications between Astrakhan and other Caspian Sea ports is carried on by sea-going vessels on the Volga river, the Volga-Caspian canal and further by sea. There is only one way for sea-going vessels to leave or approach Astrakhan to or from the sea by way of the Volga delta: Astrakhan - Izlyinka - Bertyul' - Bakhatemir - Ikryanoye - Mayachnoye - Sergiyevskoye - ("Sergiyevskoye Koleno") - Trudfront - Fedorovskoye - Olya - the sea part of the Volga-Caspian canal - "Iskustvennyy" island-the floating lighthouse "Volga-Kaspiyskiy" - the landing (debarkader) "Donbass" - the floating lighthouse "Astrakhanskiy Priyemnyy".

4. Special comments

Three semaphore posts have been set up along the river part of the Volga-Caspian canal to let oncoming vessels through:

- (a) Below Ikryanoye village
- (b) Across the river from the village Sergiyevskoye
- (c) By the village of Fedorovskoye

Water gauge posts have been set up at the following posts:

- (a) Between the villages Bakhtemir and Ikryanoye
- (b) By the village Mayachnoye
- (c) In the vicinity of the "Trudfront" fish-packing plants
- (d) In the vicinity of Olya village.

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5. Olya village

Olya village is the last populated place between Astrakhan and the sea. The technical section of the Volga-Caspian canal of the "Reydtanker" shipping line is located in the village as are the ship repair base of the technical section, a radio station, and a passenger and cargo dock.

At the close of the navigation season, boundary markers and service fleet are kept at the village.

Olya village is 90 kilometers from Astrakhan on the Volga.

6. A sector of the Volga-Don Canal

(a) On 27 Jul 52 the 101 kilometer Volga-Don canal was officially put into use. The building of this canal made it possible for vessels to go from the Don to the Volga and back again. By water route, the distance from Rostov-on-the-Don to Stalingrad is 540 meters.

(b) On map 2NM 38-11 there is a 63-65 kilometer sector of the Volga-Don canal from Krasnoarmeysk to the Staryy Rogachik dock. The Volga-Don canal starts on the Volga, by the lower part of the city Krasnoarmeysk in the vicinity of Stalingrad. A small, semi-circular promontory separates the entrance to the canal from the Krasnoarmeysk backwater. A statue of Stalin has been erected at the entrance to the canal. Lock No 1 and a lighthouse have been set up immediately beyond the entrance. A bridge has been built across the canal over the lock. A second bridge has been built across the canal about two kilometers beyond Lock No 1, and Lock No 2 is beyond the second bridge. Lock No 3 is about four kilometers from Lock No 2 and Lock No 4 is seven kilometers further. An electric ferry crosses the canal at a point between Locks No 3 and 4.

The so-called "Chapurnikovskaya Stairway" begins after Lock No 4 and represents a steep rise in the watershed through locks No 5, 6, 7, 8, and 9. Lock No 9 terminates the rise in the watershed. The locks along the "Chapurnikovskaya Stairway" are about 2.5 kilometers apart. Lock No 6 is 16 kilometers from the Volga. A railroad bridge has been built across the canal beyond Lock No 9 and over it passes a railroad line to the Northern Caucasus. Another bridge has been built beyond the railroad bridge over which the Stalingrad-Krasnoarmeysk-Kalach auto highway passes.

Beyond the highway bridge the Varvarovskoye reservoir has been formed over the bed of the small Chervlenaya river. Lock No 10 is located at the end of the reservoir and almost immediately beyond it is Bereslavskoye reservoir. The sector between locks No 9 and 10 is the highest point for the waters of the Don which start their downward flow past Lock No 10. An earthen dam has been built to intersect the small Chervlenaya river near Lock No 10 in the Varvarovskoye reservoir. The purpose of this dam is to hold back the water necessary for the slope to the Volga.

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754.2	128N
755.81	128N
755.52	128N
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